



Upcoming Events:

Tenth Annual *AltWheels Fleet Day*

Wednesday, October 7, 2015

Four Points by Sheraton, Norwood MA.



AltWheels Fleet Day is the largest meeting of corporate and municipal Fleet Managers on the East Coast. Come see and hear the latest in fleet transportation technologies, alternative fuels and fleet management practices. The day's events consist of panels, exhibits, and showcase vehicles displaying a range of alternative transportation solutions.

[For Registration and Information click here.](#)

ALTWHEELS AGENDA

8:30 - 8:45

Welcome: Linda Bluestein - Co-Director, Department of Energy's National Clean Cities

Welcome: Alison Sander - Founder, AltWheels

8:45 - 9:15

Keynote Speaker: Britta Gross - Director of General Motors' Global Energy Systems and Infrastructure Commercialization (GESIC)

Topic: Does all this on-board vehicle technology really reduce fuel consumption? And in what direction is the industry heading?

9:15 - 10:15

The Market Accelerates: What's coming down the pike?

Jon Coleman - Ford Motor Company

Jay Ferraro - General Motors

Jean Gough - Nissan North America

Kurstan Sexton - Volkswagen of America

Moderator: Stephen Connors - MIT Energy Initiative and AltWheels Co-Founder

10:45 - 11:40

Fleet Managers Best Practices

William Watts, Fleet Manager - UMass Amherst

Scott Durkee, Energy Director - City of New Bedford, MA

Alexander Barton - NAFA headquarters in NJ will present how your fleet can be sustainable

Moderator: David Keefe - Genesee Region (NY) Clean Communities Coalition

11:40 - 12:15

Technology and Telematics: Fuel Savings on the Fly

Scott Hilt - Telogis

Heather Carlton - Geotab USA

Ron Gulmi - DERIVE

Moderator: Dolores Rebolledo - Granite State (NH) Clean Cities Coalition

12:15 - 1:15

Lunch, Exhibits and Ride and Drives

1:15 - 2:30

Breakout sessions: Pick a technology and get the details to move forward with your fleet

Session 1 - Tiffany Ballroom

Zero emission Fuel Cell Vehicles (FCEVs) and Battery Electric Vehicles (BEVs).

Charlie Myers, MA Hydrogen Coalition & H2USA: Update on Northeast FCEV activities

Pete Devlin, US Department of Energy (US DOE), Fuel Cell Technology Office: Update on national fuel cell programs

Dave Edwards, Air Liquide: A glimpse into the Northeast Hydrogen Infrastructure program

Moderator: Charlie Myers, Massachusetts Hydrogen Coalition

Session 2 - Lenox Room

Grant Funding, Mass EVIP, and the new state vehicle contract for VEH98.

Also hear from EVSE equipment vendors to find what would be best for your fleet.

Sejal Shah - Mass DEP

Lalana Gunaratne - Mass OSD

John Gilbrook - Chargepoint

Christina Ficicchia - NRG-EVGO

Kathleen Connors - Voltrek

Moderator: Erin Russell-Story, Project Manager NETL Dept. of Energy

Session 3 - Tiffany Ballroom

CNG and Propane product review - what vehicles can I deploy today?

Peter Crossan - Boston Public Schools: Conversion of 56 school buses to propane

Barry Carr - Landi Renzo: Update on industry-wide CNG and LPG light- and medium duty- propane

Moderator: Barry Carr, Clean Communities of New York

Session 4 - Essex Room

Hybrid (electric and hydraulic) conversions - adding technology to today's vehicles with low cost and no dollar technologies to reduce fuel consumption.

Tim Reeser - Lighting Hybrids

Ed Lovelace - XL Hybrids

Alexis Schayowitz - ICF International

Moderator: Chuck Feinberg - NJ Clean Cities

2:30 - 3:30

Ride and Drive opportunities and networking

Local Everything, October 11, 2015, North Hampton, NH. This event features local experts discussing how climate change and our agricultural system are connected and what we can do to lessen the impact. The event will be held at Throwback Brewery from 1:00- 4:00 p.m. The GSCCC coordinator will be on hand to talk with attendees about the benefits of cleaner transportation fuels.

[Click here to register.](#)

GSCCC Stakeholder Meeting, October 29, 2015, Concord, NH. 9:00 - 11:30 a.m.
(RSVP to dolores.rebolledo@des.nh.gov.) This meeting features two exciting presenters.

Meet **Tom Weber of Student Transportation of America**, the "driving" force in Peterborough School District's transition to dedicated propane fueled school buses. Tom will explain why buses that run on propane are a sound financial and environmental decision, and provide an update on how things are going for the school district's new fleet.

Did you know Toyota and Hyundai are producing fuel cell vehicles? **Charles Myers of the Massachusetts Hydrogen Coalition** will provide an update on this exciting new technology and why the big car companies are investing in the production of vehicles that run on hydrogen.

Save the Date! Stakeholder Meeting, December 3, 2015, Concord, NH. We will wrap up the calendar year with Howie Wemyss of Mt. Washington Auto Road, who will present on the Auto Road's "green" initiatives (including a propane and electric fleet). David Melnick of American Power Group will also be there, to provide an overview of APG's natural gas/diesel dual fuel system.

News of Interest:



Hundreds turned out for the Drive Electric Week event!

New Hampshire's Drive Electric Week 2015 "best ever!" This year's plug-in transportation exhibit in honor of National Drive Electric Week featured twenty-one plug-in vehicles, one charging station, lots of swag and hundreds of attendees. The annual event is made possible through the efforts of GSCCC, NH Sierra Club, ConVerdant Vehicles, NH Auto Dealers Association and dozens of volunteers and vehicle owners. Main Street and State House construction moved the venues for the Concord Farmers Market and this event to the NH Department of Justice lot on Capitol Street. We worked with the Farmers Market to integrate the two events; a highly successful venture! To see more photos of the event, visit our [Facebook](#) page!

Question of the Month: Are fuel taxes equal for all fuels?

Answer: In theory, if all motor fuels were taxed equitably it would ensure tax consistency among jurisdictions and reduce consumer burdens. In practice, motor fuel taxes vary widely between jurisdictions and across fuel types. This is largely because federal and some state highway excise taxes are based on *volume*, not on *energy content*, resulting in significant tax inequity among fuels. As discussed in the July and August Questions of the Month, motor fuel taxes are used to fund transportation infrastructure. The number of vehicle miles traveled on a specific amount of fuel is linked to the amount of energy in the fuel. Therefore, energy content provides a more accurate measure of a vehicle's impact on a roadway.

Before we go any further, let's make sure you understand some basic keywords and phrases

regarding energy content:

- **Btu:** British thermal units, or the unit of measure to show an amount of energy.
- **Heating value:** A measure of energy content in Btus, which represents the amount of heat released during combustion. Typically, we use the lower heating value when comparing fuels.
- **Gasoline gallon equivalent (GGE):** The amount of fuel that has the equivalent energy to a gallon of gasoline. Similarly, diesel gallon equivalent (DGE) is the amount of fuel that has the equivalent energy to a gallon of diesel. GGE is used for alternative fuels that typically replace gasoline (e.g., ethanol), whereas DGE is used to measure fuels that replace diesel (e.g., liquefied natural gas, or LNG).

Federal Excise Taxes

Last month, the President signed H.R.3236 (Public Law 114-41), the Surface Transportation and Veterans Health Care Choice Improvement Act of 2015, which assesses the federal fuel excise tax levied against LNG and propane on a Btu basis relative to diesel and gasoline, respectively, beginning on January 1, 2016. Compressed natural gas (CNG) is already taxed based on an energy content basis relative to gasoline. Prior to Public Law 114-41, the federal excise taxes for LNG and propane were higher than the conventional fuel counterpart. This is still the case for biodiesel and ethanol, leaving these fuels at a tax disadvantage compared to diesel and gasoline, respectively.

State Excise Taxes

Motor fuel tax variations within and between states are even more complex. Many states have some of the same tax equity issues that we see at the federal level. Plus, there are many different fuel definitions and measures, which create an undue burden for interstate fleets that must comply with the International Fuel Tax Agreement (<http://www.iftach.org/>). For example, only some states tax CNG and LNG on a GGE or DGE basis. Though a number of states are currently evaluating legislative proposals to tax fuels this way, others states are waiting for a decision by the National Conference on Weights and Measures (NCWM). And if NCWM does adopt a standard, states will still have to individually adopt the standard into their laws or regulations before it can be implemented.

Taxes on Electricity as a Transportation Fuel

Other motor fuels, such as electricity and hydrogen, do not have federal excise tax requirements. Although plug-in electric vehicles (PEVs) and fuel cell electric vehicles (FCEVs) currently represent a very small portion of the total vehicle population, it is likely PEV and FCEV registrations will continue to grow in coming years. Any effort to collect taxes on electricity to pay for highway infrastructure would need to account for the fact that PEVs are capable of fueling at home. In addition, some plug-in hybrid electric vehicle owners pay taxes on their gasoline use. Making the situation even more complicated, electricity is already taxed in ways not tied to highway funding. Some states have implemented annual PEV fees through registration or vehicle decal programs to account for lost revenue from motor fuel taxes, which we discussed in the August Question of the Month.

Refer to the following for more information on motor fuel taxes:

- Alternative Fuels Data Center's Laws and Incentives website (<http://www.afdc.energy.gov/laws>)
- National Renewable Energy Laboratory's A Primer on Motor Fuel Excise Taxes and the Role of Alternative Fuels and Energy Efficient Vehicles (<http://www.nrel.gov/docs/fy15osti/60975.pdf>)

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